

APPROVAL	
<i>L.S. Friedman</i> DIRECTOR OFFICE OF STRUCTURES	
DATE: 6/20/75	
REVISIONS	
SHA	FHWA
3-27-89	6-8-90
2-23-93	.
2-17-94	.
3-20-01	.

FHWA APPROVAL  
DATE: 10-3-80

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF STRUCTURES

### CLIP ANGLE DETAIL

STANDARD NO. BR-SS(8.02)-75-4

SHEET 1 OF 1

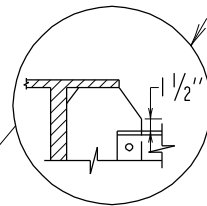
SUPERSTRUCTURE-STEEL

Note:  
Angle clip shown;  
optional radius clip  
acceptable.

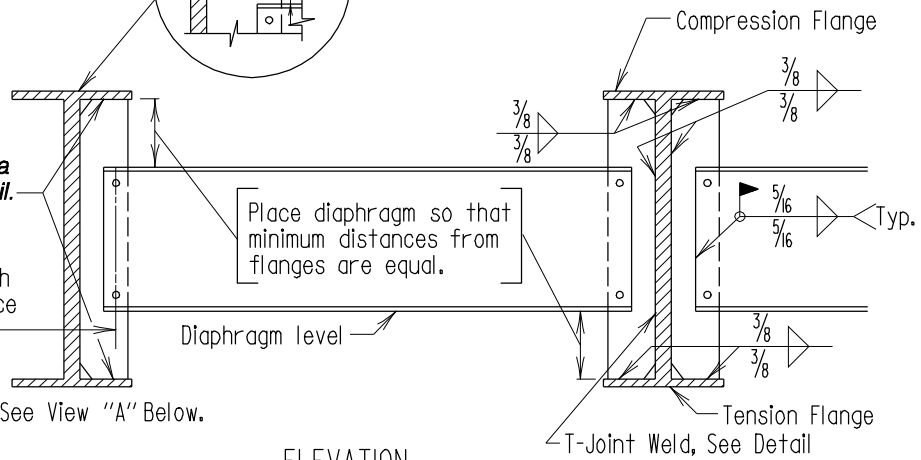
*This connection creates a  
Category C Design Detail.*

2- $\frac{7}{8}$ " $\phi$  Erection Bolts in each  
connection to remain in place  
after welding.

Note: See View "A" Below.

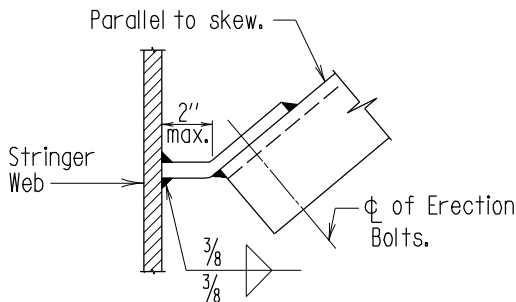


This detail to be used when  
connection plate extend  
beyond edge of flange.



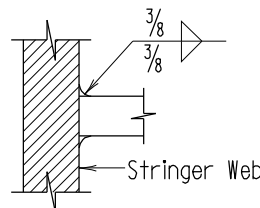
ELEVATION

Scale: None



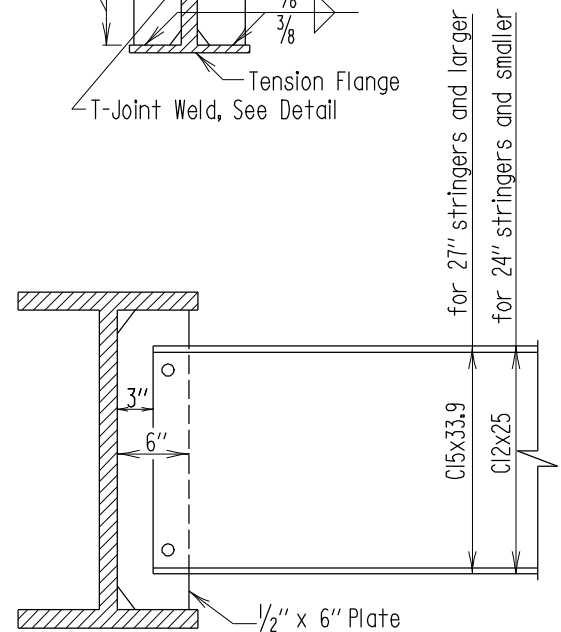
T-JOINT WELD DETAIL FOR  
SKEW ANGLE OVER 70° TO 90°

Scale: None



T-JOINT WELD DETAIL FOR  
SKEW ANGLE 70° OR LESS

Scale: None

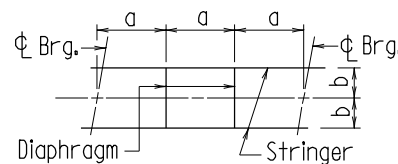


VIEW A

Scale: None

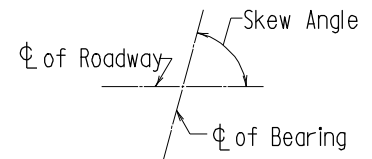
Notes:

1. **Slant lettering indicates note "For Office Use Only"**
2. Where the angle between the center line of roadway and the center line of bearing is 70° or less place diaphragms at 90 to the stringers. diaphragms shall be spaced as shown in detail this sheet and as noted below.
3. Where aforementioned angle is greater than 70°, the diaphragms shall be parallel to the center line of bearing of the stringers.
4. Space intermediate diaphragms at 20'± to 25'±; i.e. for spans. (Non-curved bridges only). Up to 25'± bearings-no intermediate Diaphragm.  
From 25' to 50'± bearings-One Intermediate Diaphragm.  
From 50' to 75'± bearings-Two Intermediate Diaphragms, etc.  
(See Framing Plan).
5. All diaphragms are to be completely connected to stringers before deck slab is poured.



DIAPHRAGM SPACING  
70° OR LESS SKEW

Scale: None



SKEW ANGLE

Scale: None

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7-20-93	
3-3-94	
FHWA APPROVAL	1-22-01
DATE: 11-9-76	10-22-03

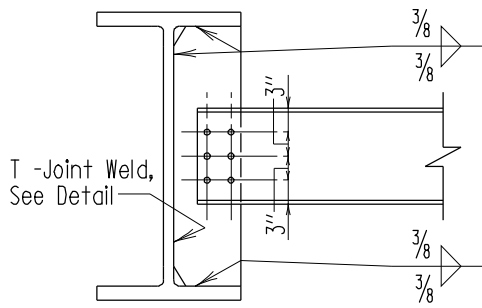
STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF STRUCTURES

ROLLED STEEL BEAMS  
INTERMEDIATE DIAPHRAGM DETAILS  
WELDED CONNECTIONS

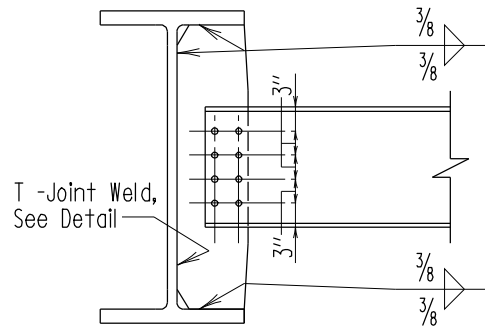
STANDARD NO. BR-SS(8.03)-75-II

SHEET 1 OF 2

SUPERSTRUCTURE - STEEL



24" & SMALLER  
STRINGERS

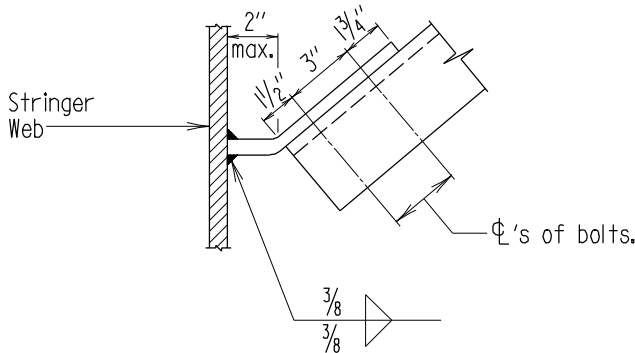


27" & LARGER  
STRINGERS

See View "A" Below.

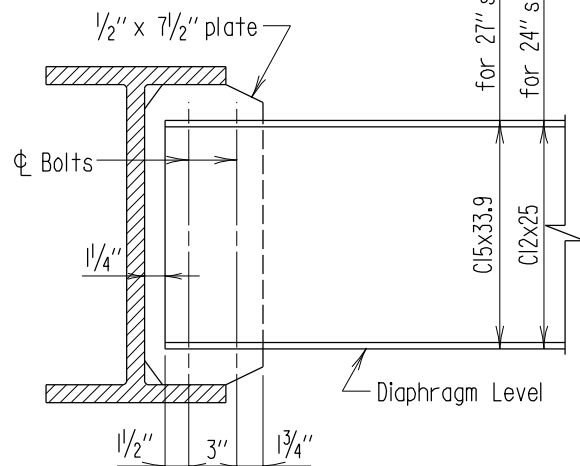
Note:  
Angle clip shown;  
optional radius clip  
acceptable.

ELEVATIONS  
Scale:  $\frac{1}{2}" = 1'-0"$



T-JOINT WELD DETAIL FOR  
SKEW ANGLE OVER 70° TO 90°

Scale: None



Note: Dimensions shown are for 90° connections.

VIEW 'A'  
Scale: None

#### Notes:

1. For notes and all details not shown see sheet 1 of 2.
2. Contractor has option to use either welded or bolted connection. However only one type of connection may be used per bridge.
3. All bolts to be  $\frac{1}{8}" \phi$  ASTM A325.
4. All bolts holes to be  $\frac{15}{16}" \phi$ .
5. Bolt spacing applies regardless of skew.

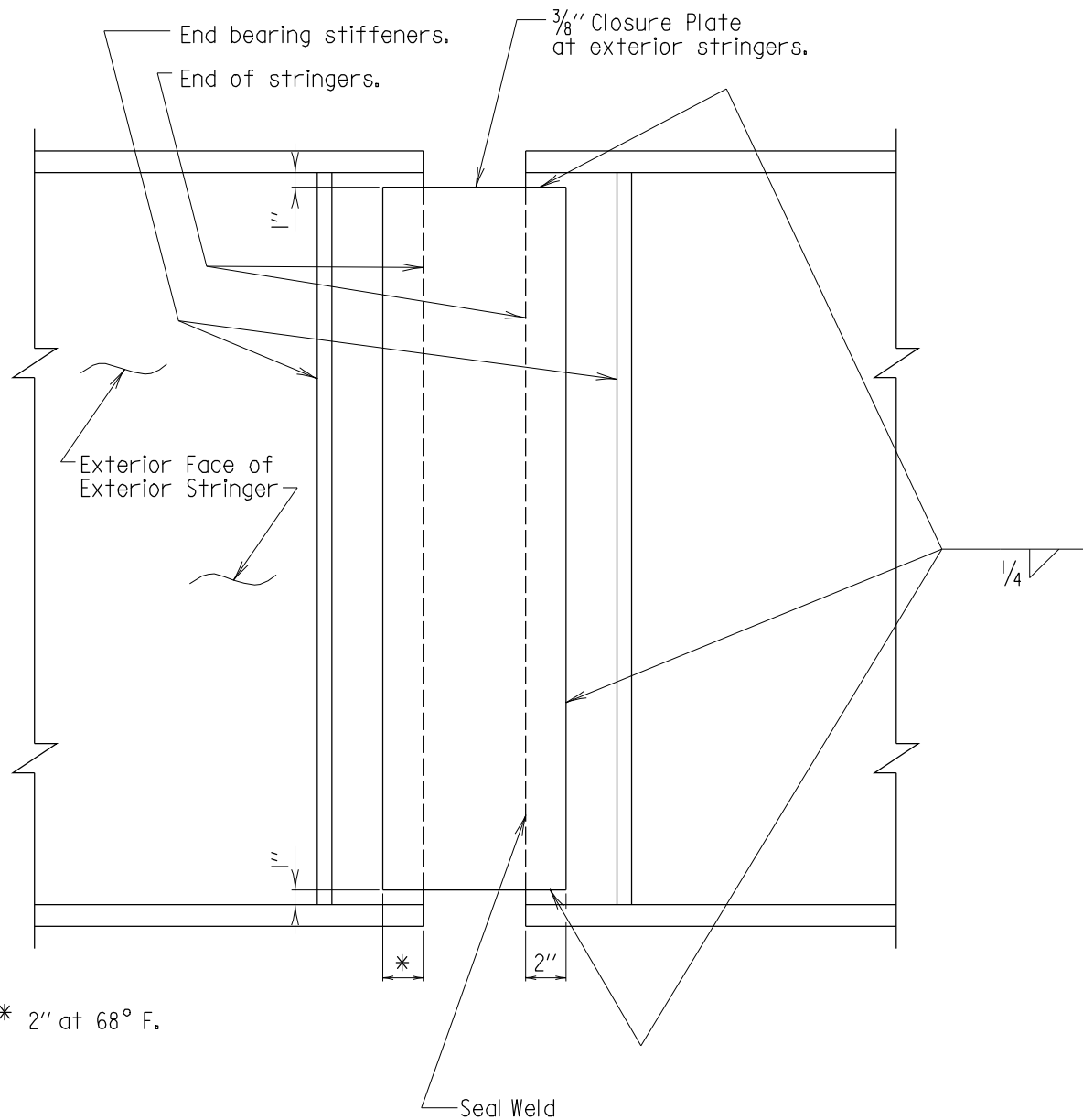
FHWA APPROVAL  
DATE: 10-17-78

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DATE: 6/20/75	
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10-20-87	12-1-87
7-20-93	.
3-3-94	.
10-22-03	.

STANDARD NO. BR-SS(8.03)-75-11

STATE OF MARYLAND  
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OFFICE OF STRUCTURES  
ROLLED STEEL BEAMS  
INTERMEDIATE DIAPHRAGM DETAILS  
BOLTED CONNECTIONS

SHEET 2 OF 2



\* 2" at 68° F.

ELEVATION

Scale: None

**Notes:**

1. Closure plates to be used on all exterior stringers at supports where stringers are not continuous.
2. If stringers are of different depths, at a support, control dimensions shall apply to shallower stringer.
3. Weld to stringer on fixed shoes, if possible, but only weld to one stringer.
4. Do not provide closure plates on the median side of dual bridges where facias are 50' or less apart.

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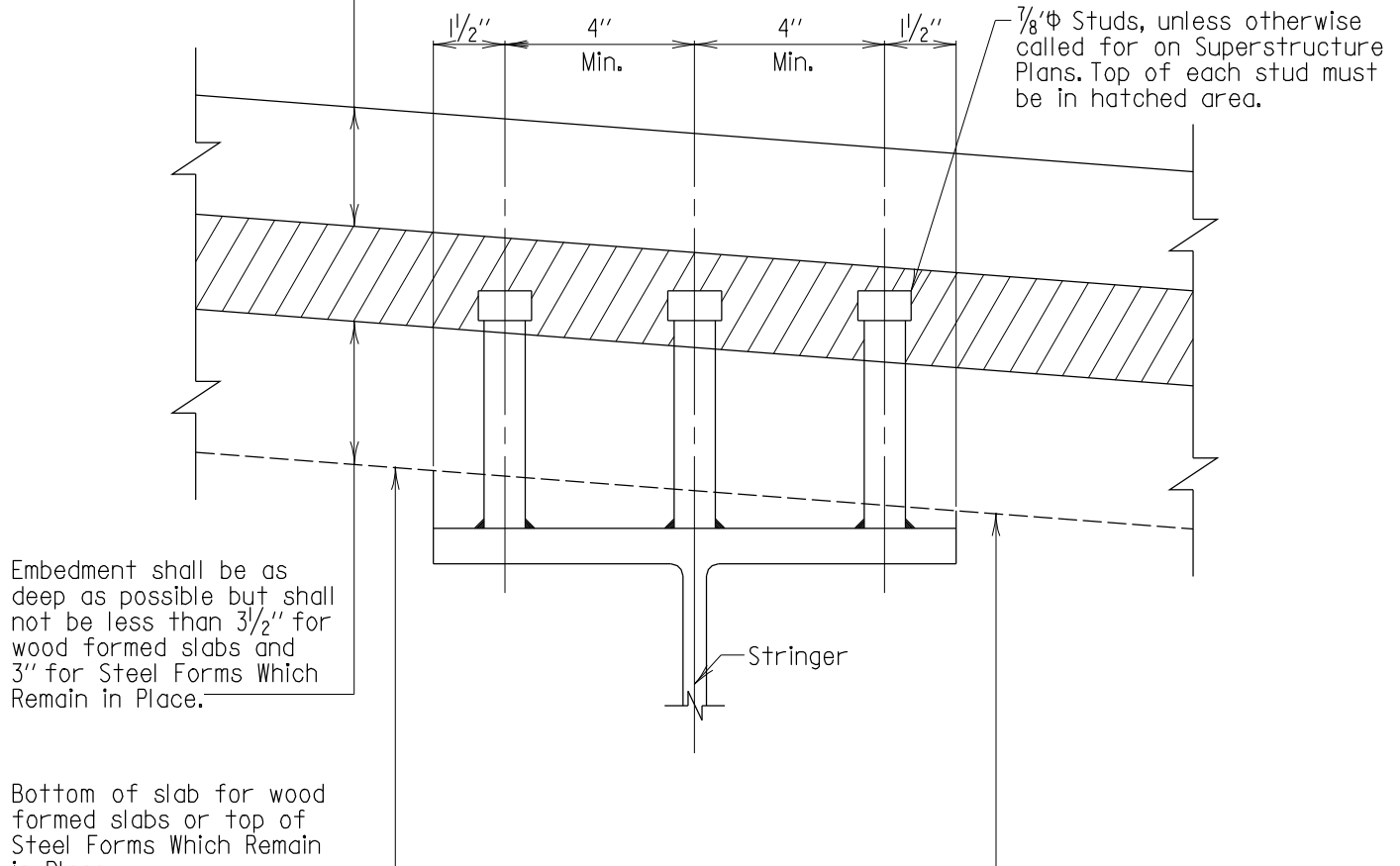
FASCIA STRINGER  
CLOSURE PLATE DETAIL

STANDARD NO. BR-SS(8.04)-75-20

SHEET 1 OF 1

SUPERSTRUCTURE STEEL

In no case shall cover be less than 2 1/2" (Typ.).



ELEVATION  
Scale: None

Notes:

1. For number of studs per row, and longitudinal spacing of rows see pertinent Superstructure sheets.
2. For flange widths less than 11", only two rows of studs are to be used.
3. Steel Forms Which Remain in Place not shown.

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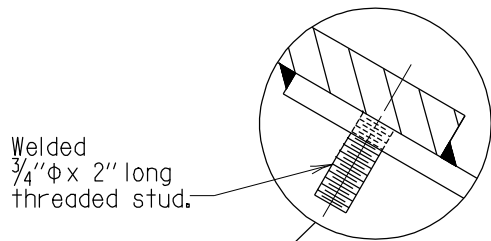
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STEEL STUD SHEAR  
DEVELOPER EMBEDMENT DETAIL

STANDARD NO. BR-SS(8.05)-75-30

SHEET 1 OF 1

SUPERSTRUCTURE STEEL



Welded  
3/4"  $\phi$  x 2" long  
threaded stud.

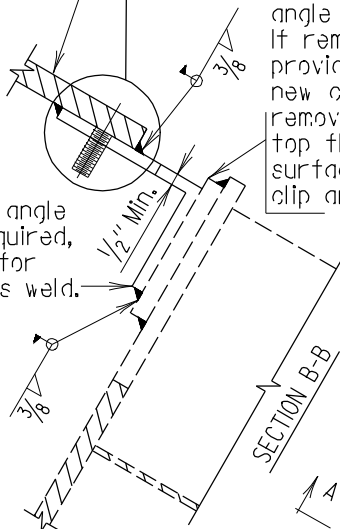
Note:  
Nut and washer  
not shown.

15/16" vertical slot in  
clip angle for 3/4"  $\phi$  stud bolt.

Vertical leg of  
joint angle.

Burn off vertical leg of existing clip  
angle on this line and grind flush.  
If remaining leg of angle does not  
provide a full bearing surface for  
new clip angle then completely  
remove existing clip angle and grind  
top flange to provide a proper  
surface to receive new weld and  
clip angle.

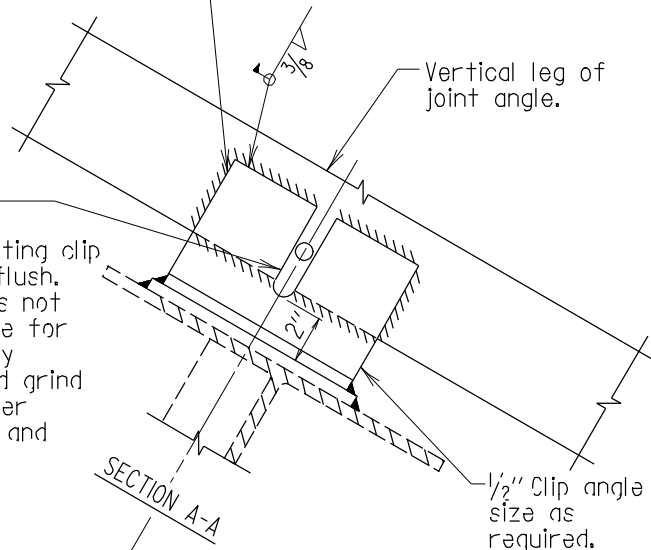
Burn off angle  
leg if required,  
to allow for  
continuous weld.



SECTION B-B

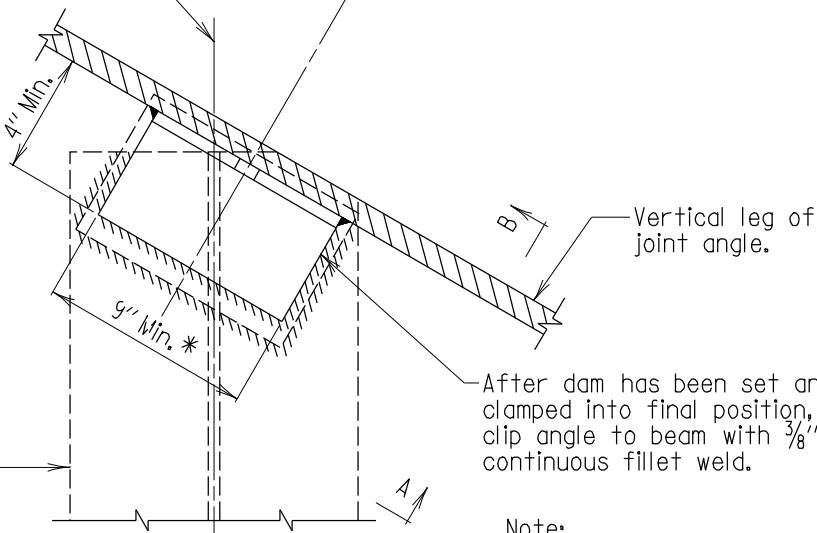
After dam has been set and  
bolted into final position, weld  
clip angle to joint angle with 3/8"  
continuous fillet weld.

Vertical leg of  
joint angle.



SECTION A-A

$\phi$  Stringer



Existing Stringer

After dam has been set and  
clamped into final position, weld  
clip angle to beam with 3/8"  
continuous fillet weld.

Note:  
Studs not shown in PLAN.

PLAN

Scale: 1 1/2" = 1'-0"

\* If existing clip angle is exactly this  
dimension or less, then new clip  
angle along this edge is to be  
beveled at contact surface so  
that a proper weld can be provided.

Note:  
Existing members shown dashed.

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5-24-01	.
7-24-01	.

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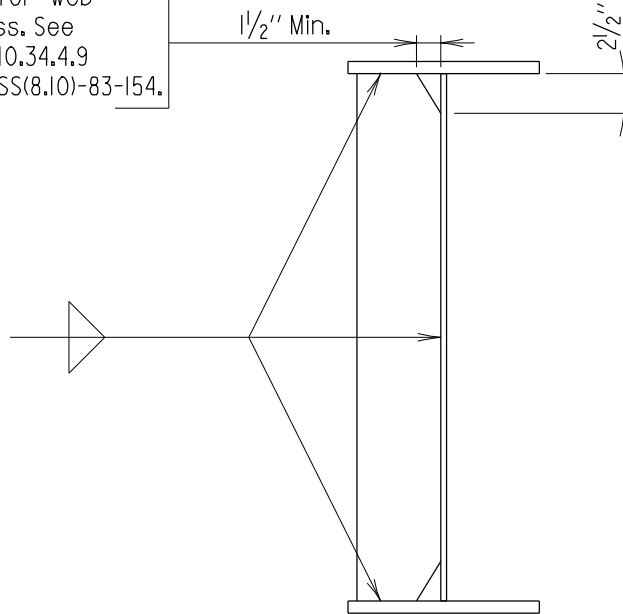
ROADWAY JOINT - CLIP ANGLE DETAIL  
DECK REPLACEMENT - EXISTING STRINGER

STANDARD NO. BR-SS(8.06)-78-72

SHEET 1 OF 1

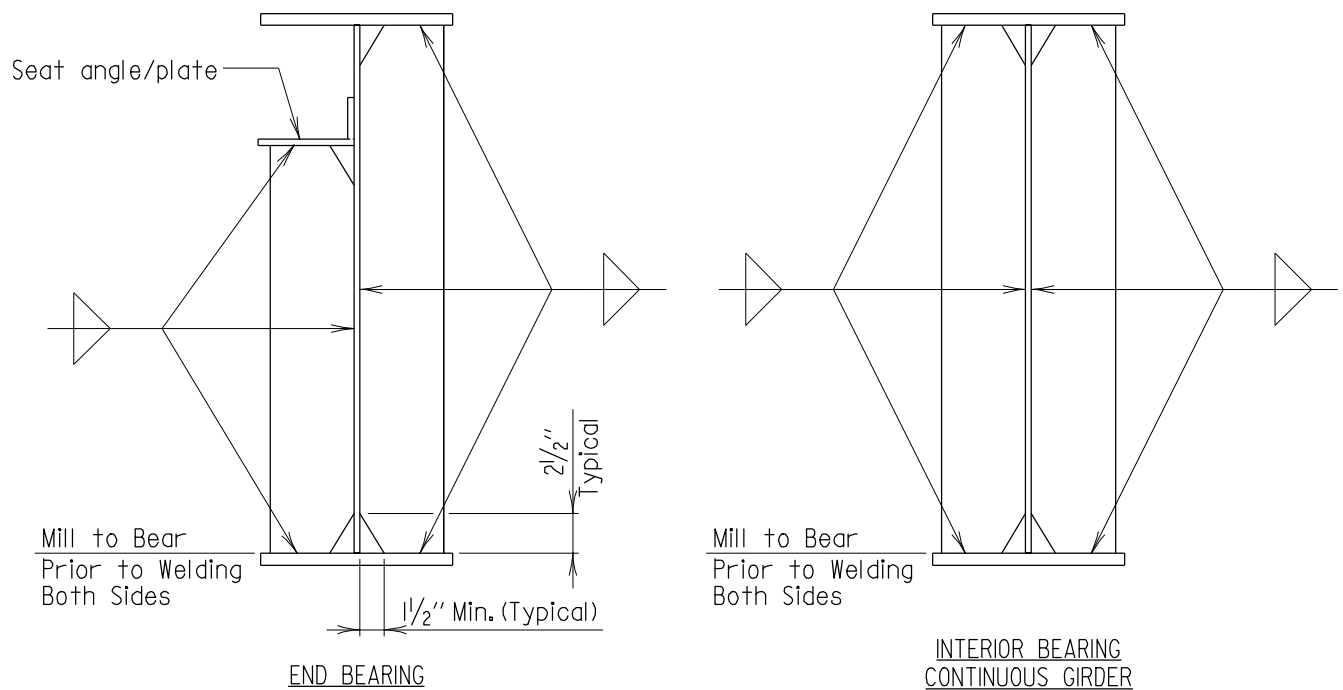
SUPERSTRUCTURE-STEEL

Adjust for web thickness. See AASHTO 10.34.4.9 and BR-SS(8.10)-83-154.



### INTERMEDIATE STIFFENERS - ANGLE CLIPS

Scale: 1" = 1'-0"



### BEARING STIFFENERS - ANGLE CLIPS

Scale: 1" = 1'-0"

#### Notes:

1. Minimum stiffener thickness  $\frac{1}{2}$ ".
2. On exterior girders place all intermediate stiffeners on inside of girder.
3. When longitudinal stiffeners are required, place all longitudinal stiffeners on one side of web, place transverse stiffeners on opposite side.
4. Minimum fillet weld is  $\frac{5}{16}$ ".

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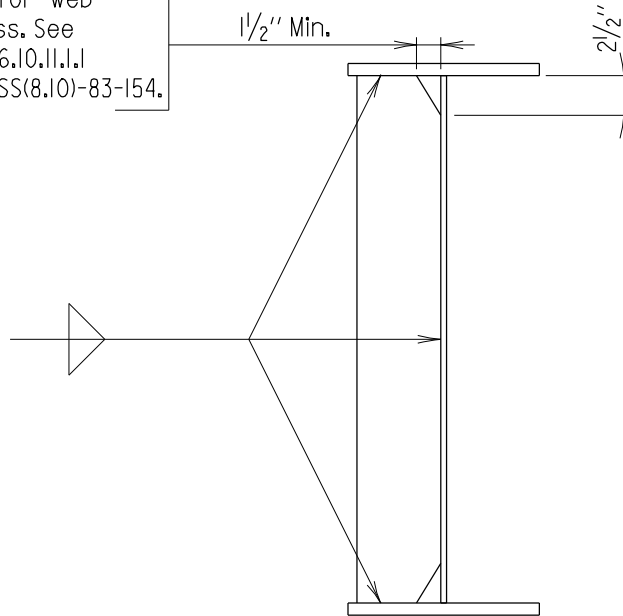
STIFFENER ATTACHMENT DETAILS  
FOR STEEL GIRDERS  
ANGLE CLIP

STANDARD NO. BR-SS(8.07)-78-73

SHEET 1 OF 2

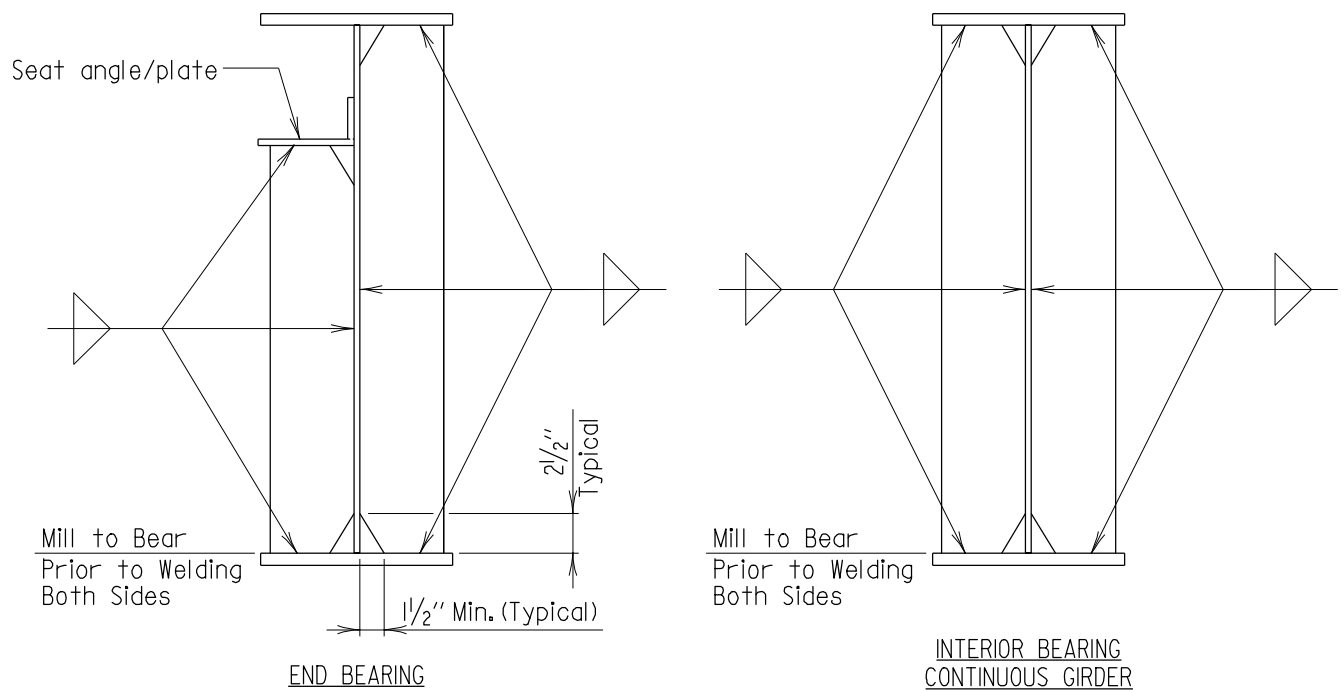
SUPER-STRUCT. STEEL

Adjust for web thickness. See AASHTO 6.10.11.1.1 and BR-SS(8.10)-83-154.



### INTERMEDIATE STIFFENERS - ANGLE CLIPS

Scale: 1" = 1'-0"



### BEARING STIFFENERS - ANGLE CLIPS

Scale: 1" = 1'-0"

#### Notes:

1. Minimum stiffener thickness  $\frac{1}{2}$ ".
2. On exterior girders place all intermediate stiffeners on inside of girder.
3. When longitudinal stiffeners are required, place all longitudinal stiffeners on one side of web, place transverse stiffeners on opposite side.
4. Minimum fillet weld is  $\frac{5}{16}$ ".

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10-9-07	.

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STIFFENER ATTACHMENT DETAILS  
FOR STEEL GIRDERS  
ANGLE CLIP

STANDARD NO. BR-SS(8.07)-78-73(L)

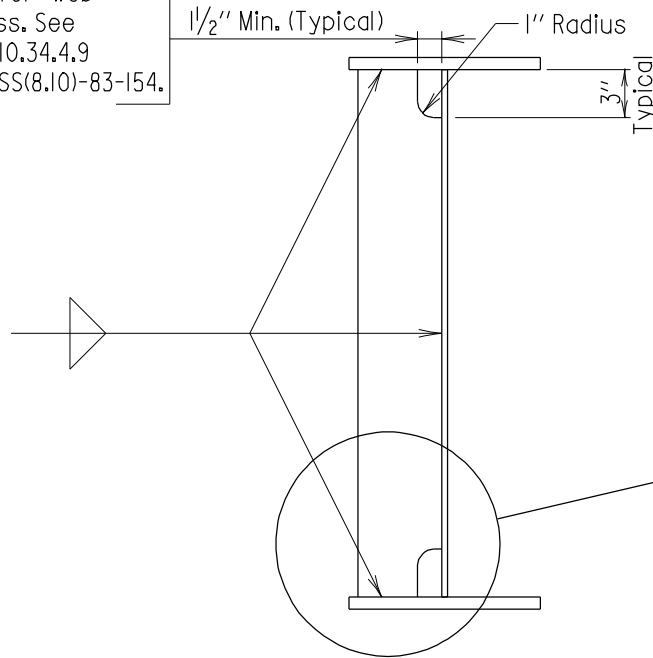
SHEET 1 OF 2



SUPER-STRUCT. STEEL



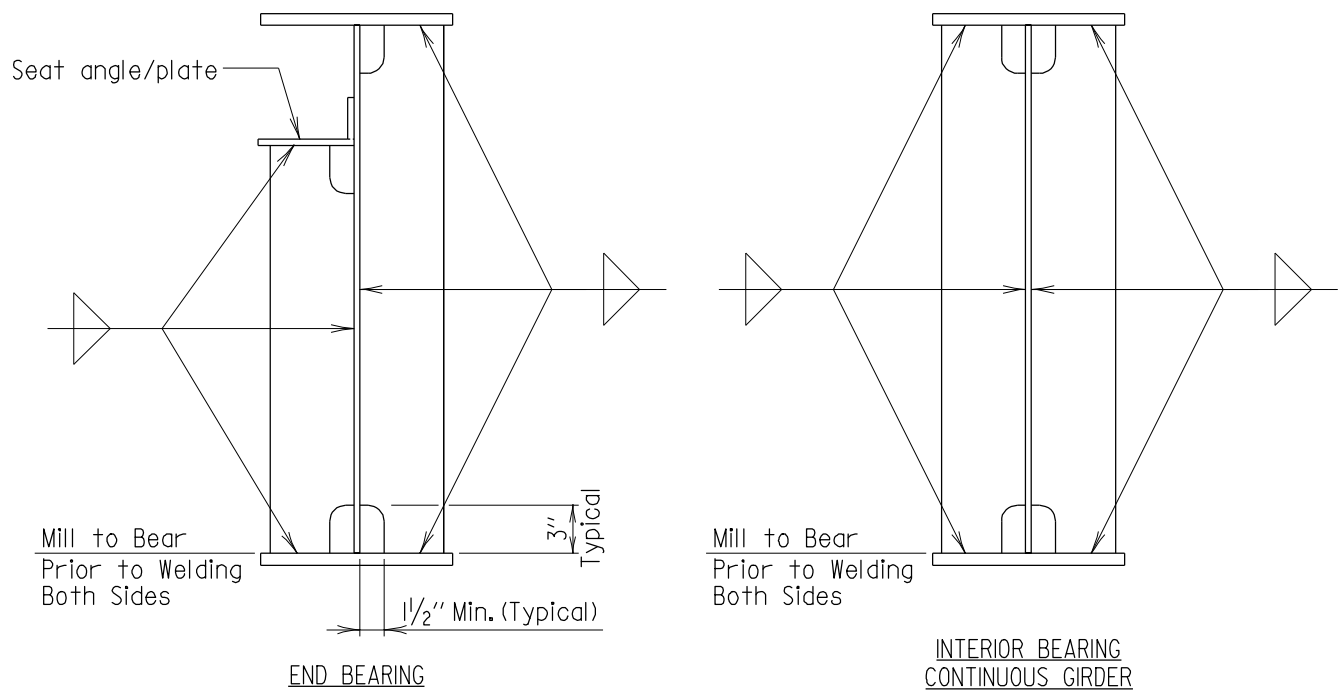
Adjust for web thickness. See AASHTO 10.34.4.9 and BR-SS(8.10)-83-154.



IF CROSS FRAMES ARE USED

### INTERMEDIATE STIFFENERS - RADIUS CLIPS

Scale: 1" = 1'-0"



### BEARING STIFFENERS - RADIUS CLIPS

Scale: 1" = 1'-0"

#### Notes:

1. Minimum stiffener thickness  $\frac{1}{2}$ ".
2. On exterior girders place all intermediate stiffeners on inside of girder.
3. When longitudinal stiffeners are required, place all longitudinal stiffeners on one side of web, place transverse stiffeners on opposite side.
4. Minimum fillet weld is  $\frac{5}{16}$ ".

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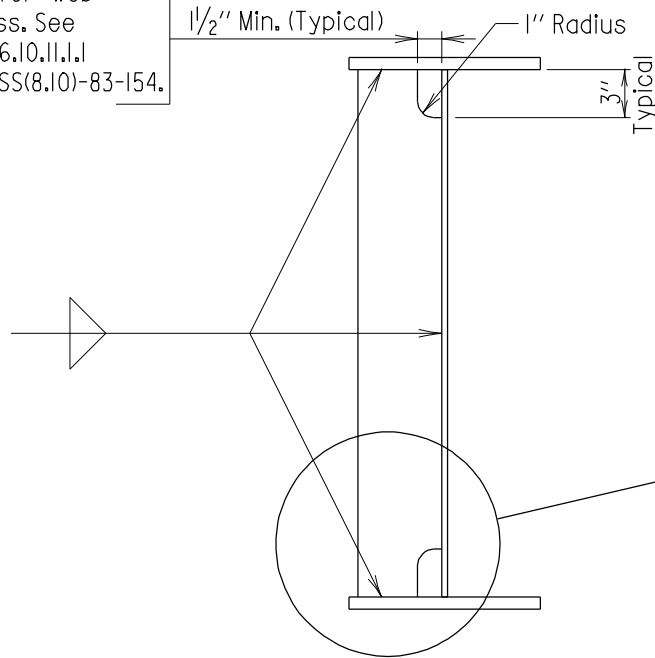
STIFFENER ATTACHMENT DETAILS  
WITH OPTIONAL RADIUS CLIPS FOR STEEL GIRDERS

STANDARD NO. BR-SS(8.07)-78-73

SHEET 2 OF 2

SUPER-STRUCT. STEEL

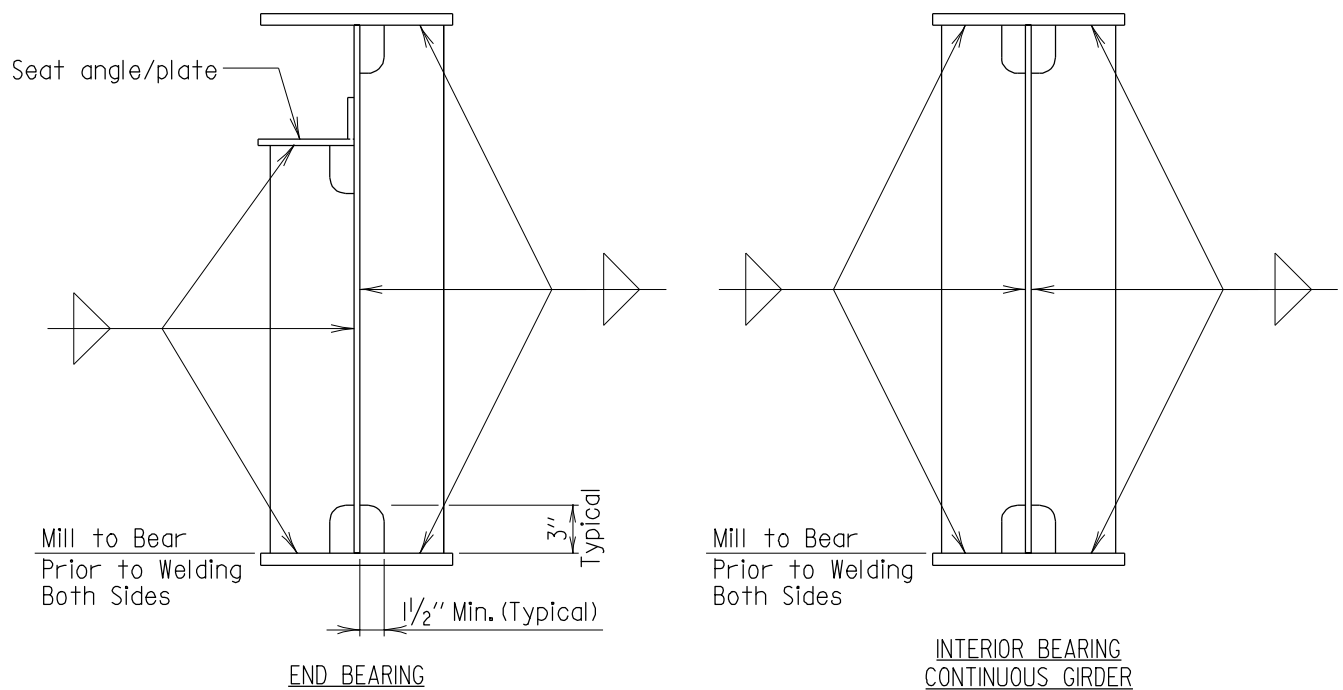
Adjust for web thickness. See AASHTO 6.10.11.1 and BR-SS(8.10)-83-154.



IF CROSS FRAMES ARE USED

### INTERMEDIATE STIFFENERS - RADIUS CLIPS

Scale: 1" = 1'-0"



### BEARING STIFFENERS - RADIUS CLIPS

Scale: 1" = 1'-0"

#### Notes:

1. Minimum stiffener thickness  $\frac{1}{2}$ ".
2. On exterior girders place all intermediate stiffeners on inside of girder.
3. When longitudinal stiffeners are required, place all longitudinal stiffeners on one side of web, place transverse stiffeners on opposite side.
4. Minimum fillet weld is  $\frac{5}{16}$ ".

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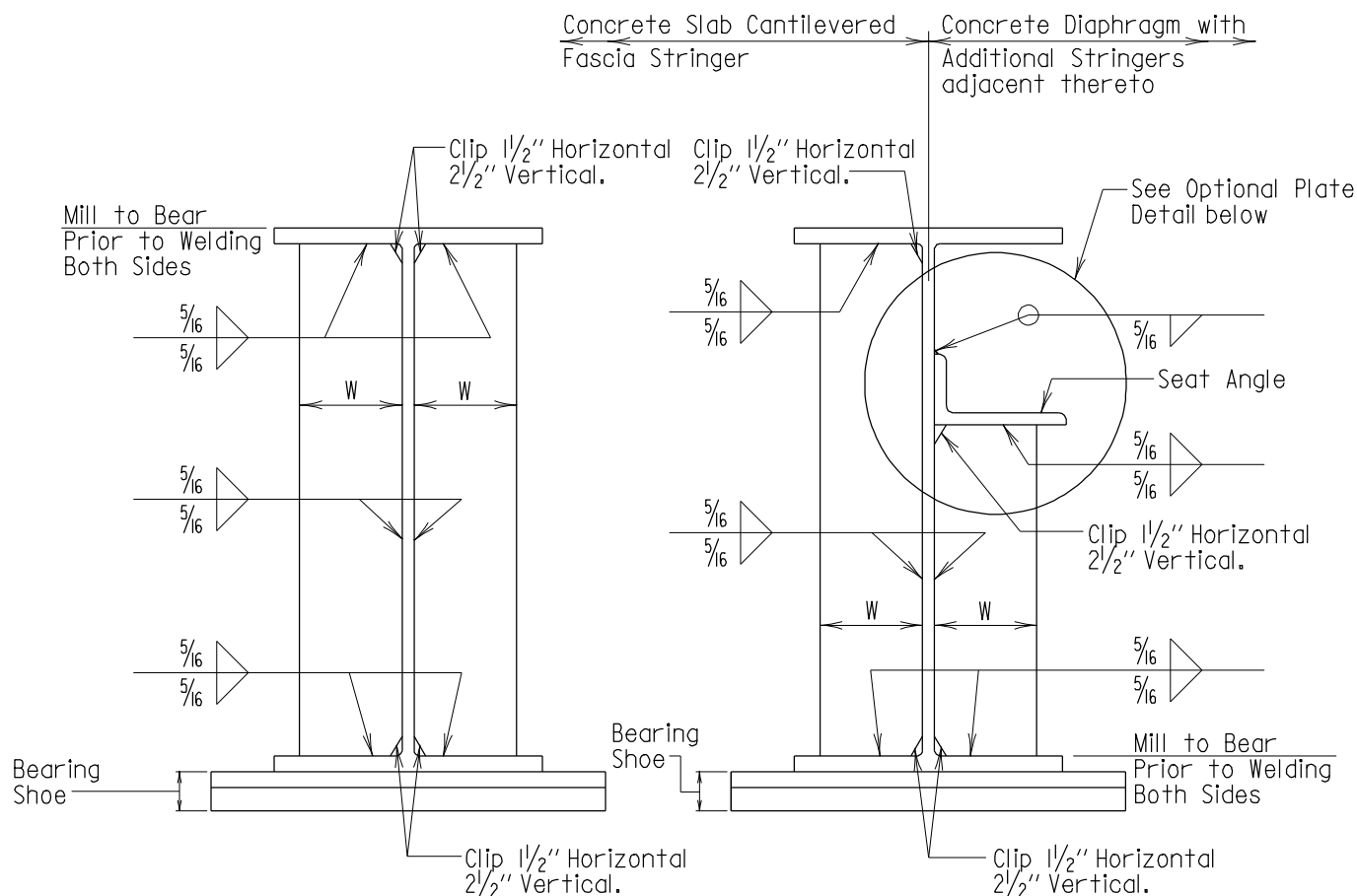


STIFFENER ATTACHMENT DETAILS  
WITH OPTIONAL RADIUS CLIPS FOR STEEL GIRDERS

STANDARD NO. BR-SS(8.07)-78-73(L)

SHEET 2 OF 2

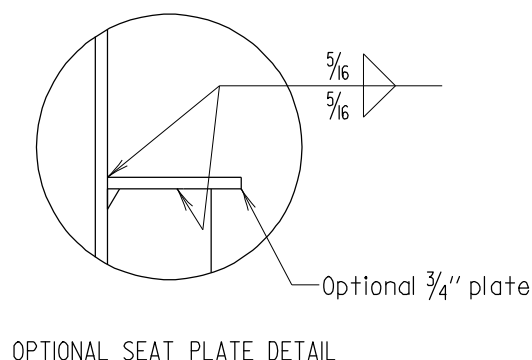
SUPER-STRUCT. STEEL



AT PIERS  
(WHERE STRINGER IS  
CONTINUOUS OVER SUPPORT)  
 Scale: 1/2" = 1'-0"

AT PIERS  
(WHERE STRINGER IS NOT  
CONTINUOUS OVER SUPPORT) AND  
AT ABUTMENTS  
 Scale: 1/2" = 1'-0"

Location	W= Stiffener Width	Stiffener Thickness
Abutment	.	.
Pier	.	.
Pier	.	.
Pier	.	.
Abutment	.	.



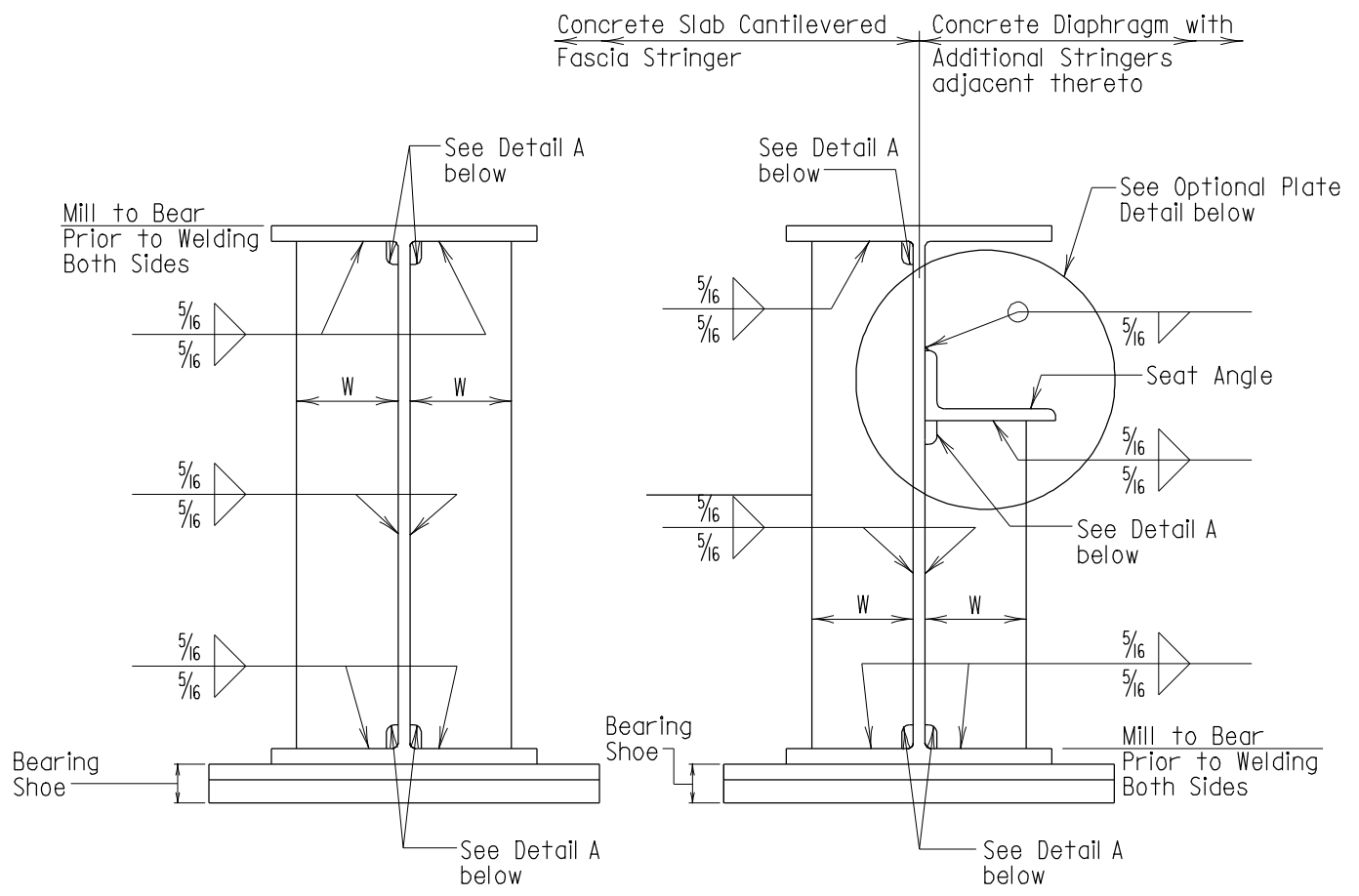
OPTIONAL SEAT PLATE DETAIL

*Slanted lettering indicates notes "For Office Use Only".  
 Stiffener width to thickness ratio :10 or less.  
 Width of stiffener: To nearest 1/2" about 1/2" less  
 than distance from face of web to edge of flange.*

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1-28-94	.
2-14-00	.
10-22-03	.

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF STRUCTURES	BEARING STIFFENERS FOR ROLLED STEEL BEAMS ANGLE CLIP
STANDARD NO. BR-SS(8.08)-80-103	SHEET <u>1</u> OF <u>2</u>

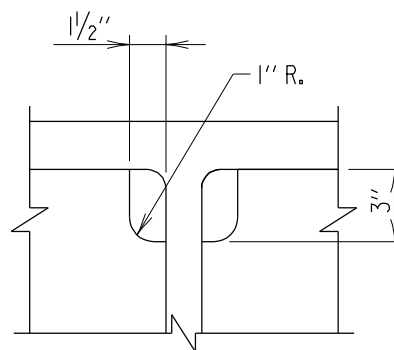
SUPERSTRUCTURE STEEL



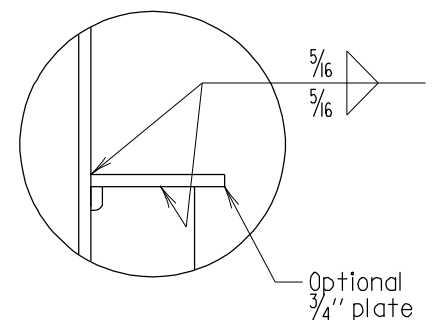
AT PIERS  
(WHERE STRINGER IS  
CONTINUOUS OVER SUPPORT)  
 Scale: 1/2" = 1'-0"

AT PIERS  
(WHERE STRINGER IS NOT  
CONTINUOUS OVER SUPPORT) AND  
AT ABUTMENTS  
 Scale: 1/2" = 1'-0"

Location	W= Stiffener Width	Stiffener Thickness
Abutment	.	.
Pier	.	.
Pier	.	.
Pier	.	.
Abutment	.	.



DETAIL A  
 Scale: 1 1/2" = 1'-0"



OPTIONAL SEAT PLATE DETAIL

*Slanted lettering indicates notes "For Office Use Only".  
 Stiffener width to thickness ratio :10 or less.  
 Width of stiffener: To nearest 1/2" about 1/2" less  
 than distance from face of web to edge of flange.*

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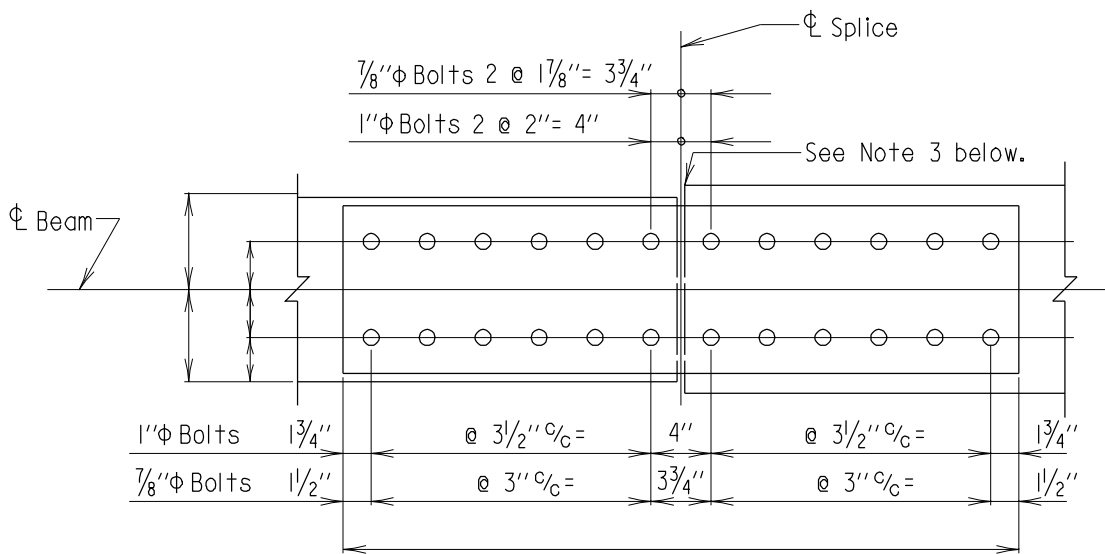
**STATE OF MARYLAND**  
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**OFFICE OF STRUCTURES**

BEARING STIFFENERS FOR ROLLED STEEL BEAMS  
 OPTIONAL RADIUS CLIP

STANDARD NO. BR-SS(8.08)-80-103

SHEET 2 OF 2

SUPERSTRUCTURE STEEL

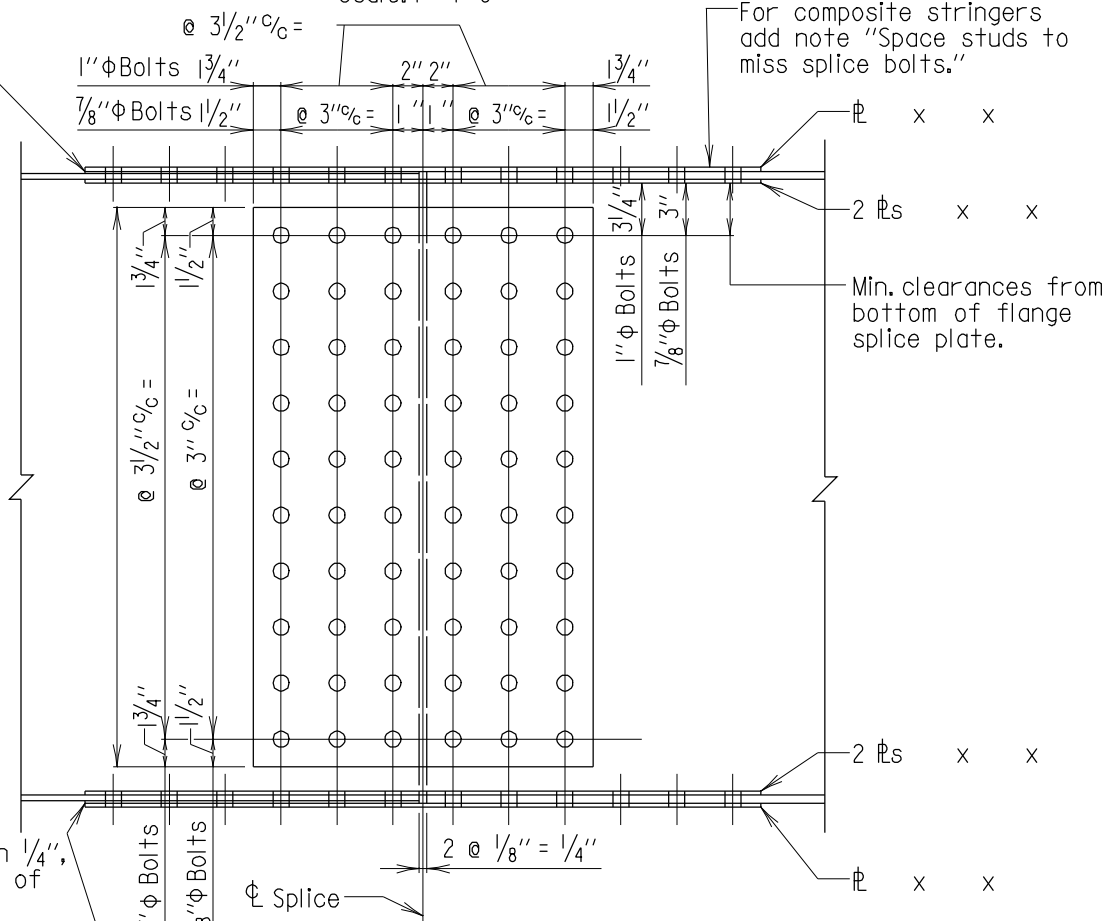


PLAN

Scale: 1" = 1'-0"

Filler  $\Phi$   
(where required,  $\frac{1}{16}$ "  
minimum thickness).

For composite stringers  
add note "Space studs to  
miss splice bolts."



ELEVATION

Scale: 1" = 1'-0"

Filler  $\Phi$   
(where required,  $\frac{1}{16}$ "  
minimum thickness).  
If filler is greater than  $\frac{1}{4}$ ",  
the need for extension of  
filler and/or additional  
fasteners must be evaluated  
as per AASHTO requirements.

Notes:

1. All bolts to be  $\frac{7}{8}$ "  $\Phi$  High Strength Bolts ( $\frac{5}{16}$ "  $\Phi$  open holes), ASTM A 325 unless 1"  $\Phi$  High Strength Bolts are required by design ( $\frac{1}{16}$ " open holes). Bolts to be used when weathering structural steel is called for shall be ASTM A 325, Type 3.
2. All splice plates to be a minimum  $\frac{1}{2}$ " thick.
3. If flange widths of adjacent stringers vary more than 2", then larger flange shall be tapered to smaller flange width in a distance of  $\frac{1}{2}$  length of cover plate. This only applies to bottom flange.
4. Bolts not shown in splice.
5. Bolt heads shall be on the exterior face of the fascia stringer and the bottom of bottom flange.

APPROVAL

*E.S. Friedman* DIRECTOR  
OFFICE OF STRUCTURES

DATE: 6/25/81

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12-27-93	
10-9-07	

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DATE:

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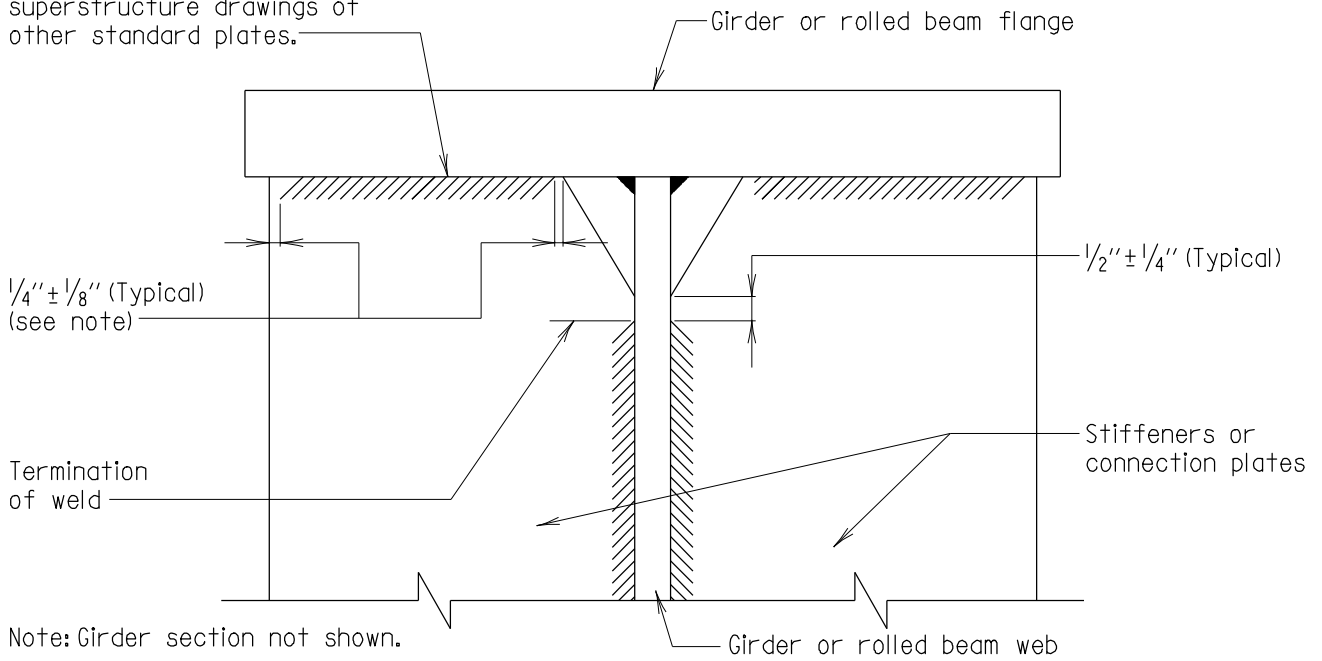
TYPICAL STEEL STRINGER  
SPlice DETAIL

STANDARD NO. BR-SS(8.09)-81-124

SHEET 1 OF 1

SUPER STRUCTURE STEEL

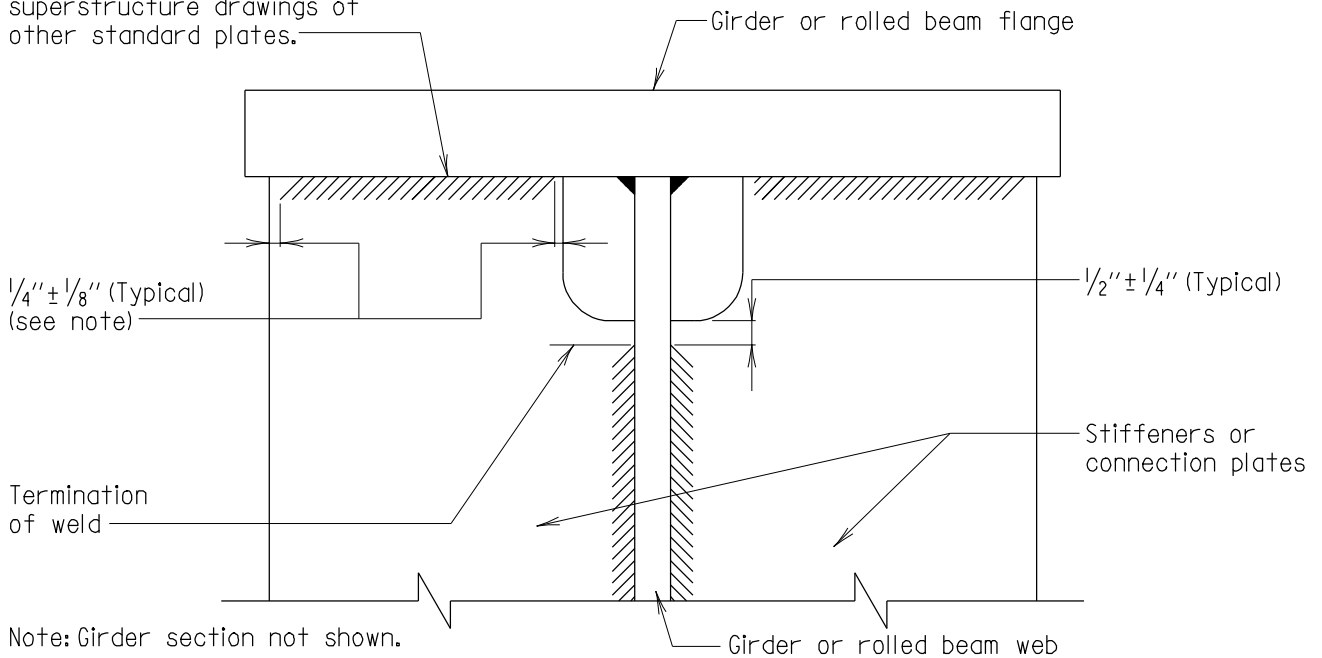
Weld only where indicated on  
superstructure drawings of  
other standard plates.



SECTION - ANGLE CLIP

Scale: 3" = 1'-0"

Weld only where indicated on  
superstructure drawings of  
other standard plates.



SECTION - OPTIONAL RADIUS CLIP

Scale: 3" = 1'-0"

Notes:

1. For all stiffeners (intermediate or bearing) top and bottom, including connection plate for channel diaphragms for all girders and rolled beams.
2. Welding to flange as per this detail will only be required where plans or other standard sheets indicate stiffener is extended and welded to flange.

APPROVAL	
<i>E. S. Friedman</i>	DIRECTOR
OFFICE OF STRUCTURES	
DATE: 11/3/83	
REVISIONS	
SHA	FHWA
1-22-86	6-8-90
10-1-03	.
FHWA APPROVAL	
DATE: 12-9-83	

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF STRUCTURES

STIFFENER AND STRINGER CONNECTION  
PLATE WELD TERMINATION DETAIL

STANDARD NO. BR-SS(8.10)-83-154

SHEET 1 OF 1

Edge of Concrete Diaphragm. (For compression seal joints, this edge shall match face of retainer seal angle).

Ø Joint Opening

Ø Brg.

6" x 3/4" Seat Plate (Typical) \*

1'-9" min.

Bearing Stiffener

Ø Stringer Web

5/16  
5/16

Typ.

Cut seat plate along bottom edge of concrete diaphragm.

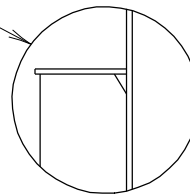
3" min.

Ø of Bearing Stiffener.

Note:  
End of web not to protrude beyond edge of concrete diaphragm.

SECTION B-B  
Scale: 1 1/2" = 1'-0"

\* Seat plate width shall be increased as necessary so that plate exceeds stiffener width by at least 1/2".



Note:

1. See Standard No. BR-SS(6.22)-80-120 for location of where Section B-B. is taken.
2. Contractor has the option of using seat plates or seat angles, only one type shall be used per bridge.

APPROVAL	
<i>L.S. Friedman</i> DIRECTOR OFFICE OF STRUCTURES	
DATE: 2/14/00	
REVISIONS	
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.	.
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FHWA APPROVAL	
DATE:	

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF STRUCTURES

STEEL SEAT PLATES FOR  
SKEWED CONCRETE DIAPHRAGMS

STANDARD NO. BR-SS(8.12)-85-170

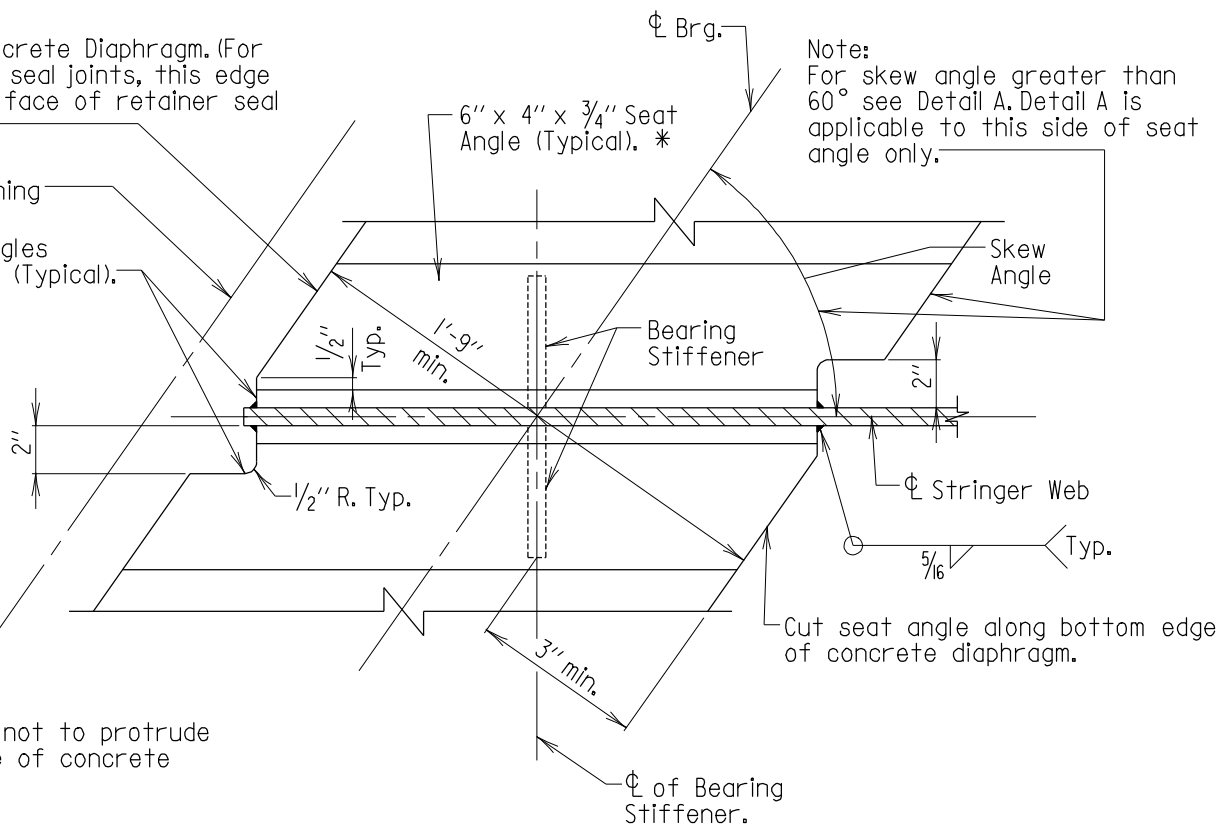
SHEET 1 OF 2

SUPERSTRUCTURE STEEL

Edge of Concrete Diaphragm. (For compression seal joints, this edge shall match face of retainer seal angle).

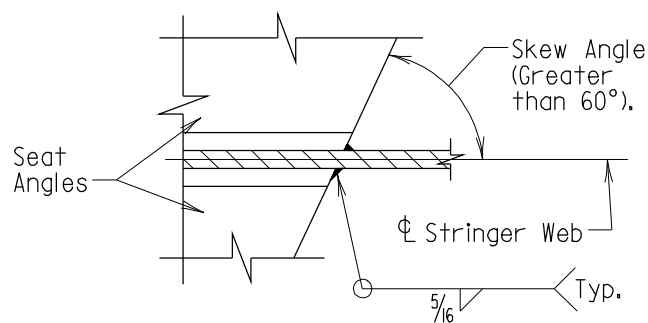
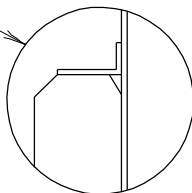
Ø Joint Opening

Cut seat angles as indicated (Typical).



SECTION B-B  
Scale: 1 1/2" = 1'-0"

\* Longest leg of angle shall be increased as necessary so that angle exceeds stiffener width by at least 1/2". If angle size is not available to satisfy this requirement, stiffener shall be tapered at end to meet this requirement.



DETAIL A  
Scale: 1 1/2" = 1'-0"

Note:

1. See Standard No. BR-SS(6.22)-80-120 for location of where Section B-B is taken.

APPROVAL	
<i>L. S. Friedman</i>	DIRECTOR
OFFICE OF STRUCTURES	
DATE: 11/13/85	
REVISIONS	
SHA	FHWA
5-24-89	6-8-90
2-14-00	.
FHWA APPROVAL	
DATE: 6-8-90	

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF STRUCTURES

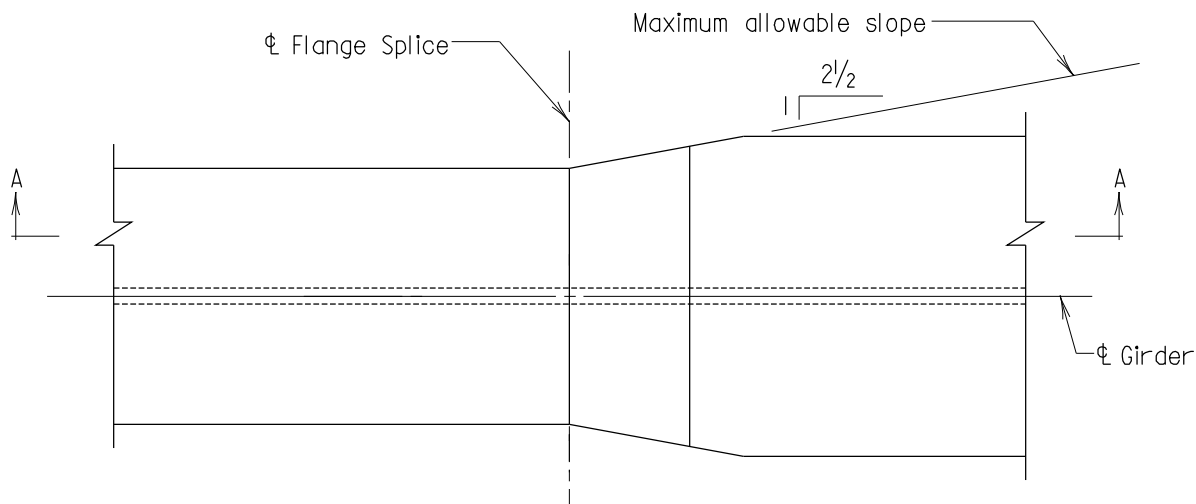
STEEL SEAT ANGLES FOR  
SKEWED CONCRETE DIAPHRAGMS

STANDARD NO. BR-SS(8.12)-85-170

SHEET 2 OF 2

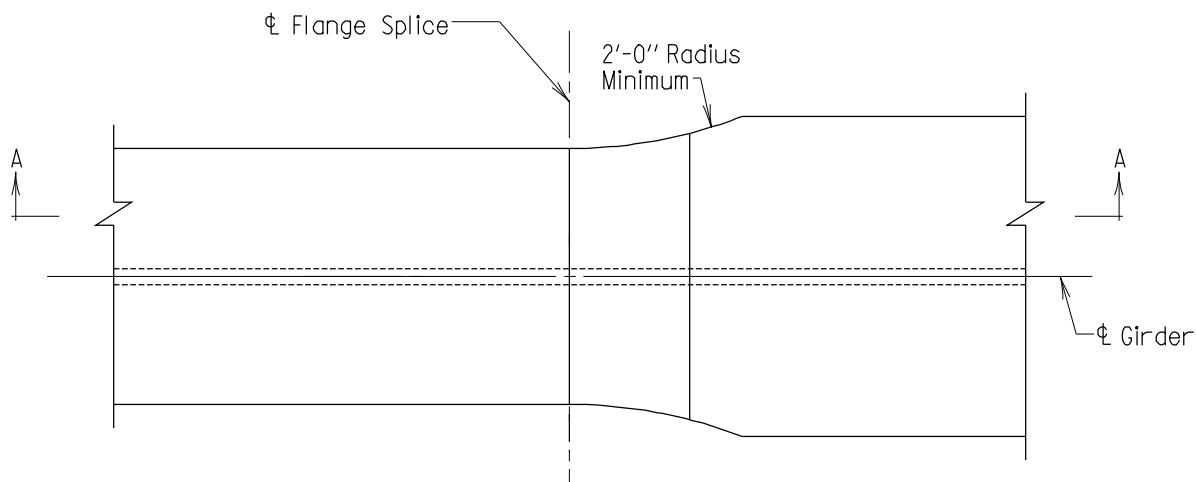
SUPERSTRUCTURE STEEL





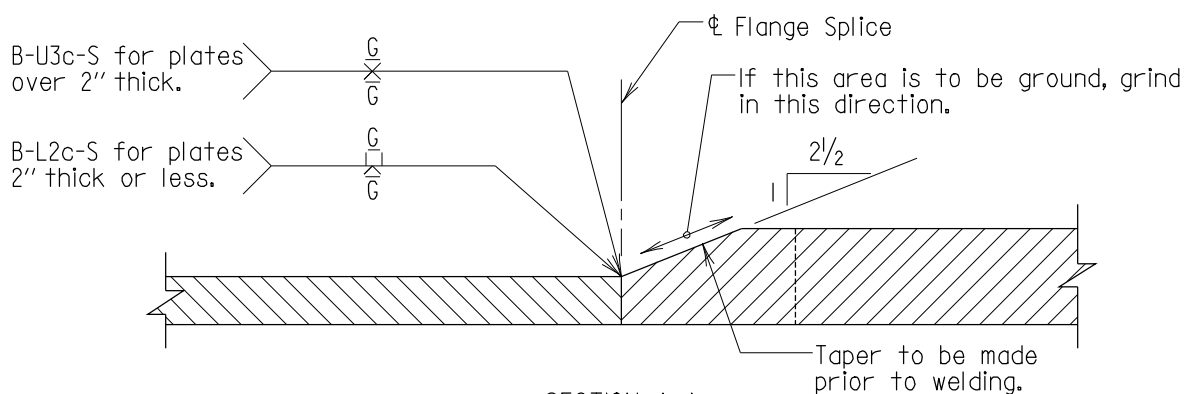
PLAN OF STRAIGHT TAPERED TRANSITION FLANGE SPLICE

Scale: None



PLAN OF RADIAL TRANSITION FLANGE SPLICE

Scale: None



SECTION A-A

Scale: None

Notes:

1. Butt welds of flange splice plates to be ground flush prior to attaching web plates.
2. Splice shown is for different width and different thickness flanges; if only one variation is present use pertinent portion of standard.
3. Fabricator may use either of the above transition details.

APPROVAL	
<i>L.S. Friedman</i>	DIRECTOR
OFFICE OF STRUCTURES	
DATE: 4/25/85	
REVISIONS	
SHA	FHWA
11-14-85	6-8-90
1-2-86	6-8-90
6-20-89	6-8-90
8-16-92	

FHWA APPROVAL  
DATE: 6-8-90

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF STRUCTURES

SHOP SPLICE DETAILS FOR  
PLATE GIRDER STRINGERS

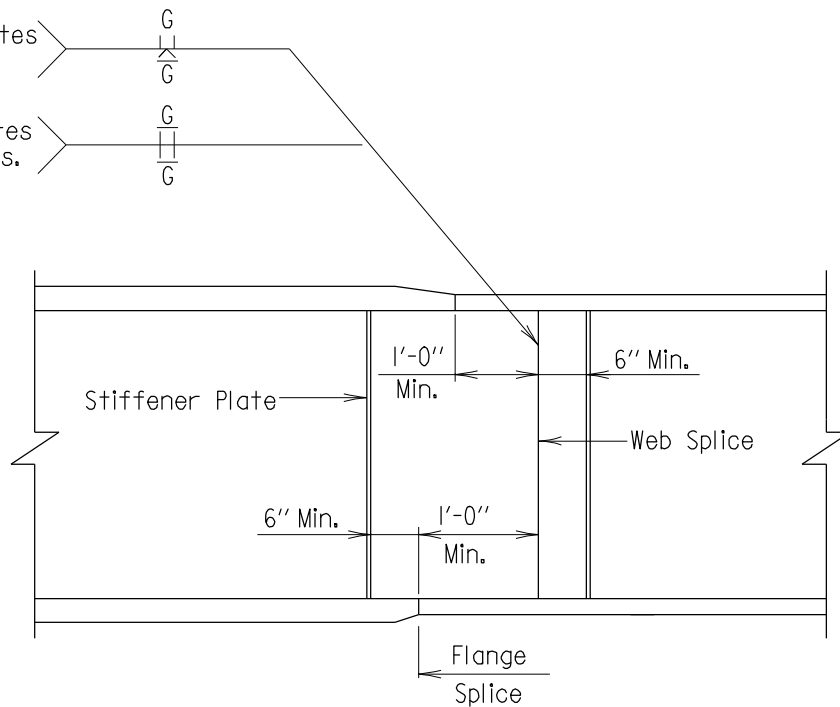
STANDARD NO. BR-SS(8.11)-85-173

SHEET 1 OF 2

SUPERSTRUCTURE STEEL

B-L2c-S for plates  
over 1/2" thick.

B-L1a-S for plates  
1/2" thick or less.



ELEVATION OF GIRDER

Scale: None

APPROVAL	
<i>L.S. Friedman</i> DIRECTOR OFFICE OF STRUCTURES DATE: 8/16/92	
REVISIONS	
SHA	FHWA
8-16-92	.
.	.
.	.

FHWA APPROVAL
DATE:

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF STRUCTURES

SHOP SPLICE DETAILS FOR  
PLATE GIRDER STRINGERS

STANDARD NO. BR-SS(8.II)-85-173

SHEET 2 OF 2

SUPERSTRUCTURE STEEL